# THE GRESLEY INFLUENCE pdf

## 1: Railway Books - LNER

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May Family and Education s. May ; to raise a royal loan Nov. Keeper of Repton priory, Derbys. Steward of the High Peak for duchy of Lancaster 20 Feb. During the later 14th century, the Gresleys successfully extended their territorial influence, which was initially confined to the area around Drakelow, Linton, Lullington and Gresley in Derbyshire, by twice marrying into the Wastneys family. They thus acquired the manors of Colton in Staffordshire, Braceborough and Carlby in Lincolnshire, Osgathorpe in Leicestershire and Seaton in Yorkshire, as well as other property, rents and advowsons in these four counties. Thomasina was dead by July , for on that date Sir Thomas conveyed the land she had left him to an august body of feoffees, including Thomas Langley, bishop of Durham and chancellor of England, and Philip Repingdon, bishop of Lincoln. A Thomas Gresley of Edingale was pardoned in February , but since there is no other evidence to connect the MP with this part of Staffordshire, the reference possibly concerns another man. Not long afterwards, however, Gresley became involved in an acrimonious and protracted quarrel with his neighbour, the abbot of Burton on Trent. A commission of oyer and terminer was set up in December to investigate these complaints, and in the following March the two parties surrendered mutual sureties of 1, marks as a guarantee of their future good behaviour towards each other. Sir Thomas proved too powerful an adversary, even so, and in about or perhaps even later the abbot had again to seek the protection of the law after a further series of attacks upon his person. A large number of local farmers and landowners called upon his services in this respect, often together with those of his eldest son, Sir John. Gresley did not, however, become involved in any of the fighting occasioned by this bitter vendetta, and it was possibly his moderation as much as his social position which made his opinion so often sought when matters of this kind went to arbitration. In about , his elder son married Elizabeth, the daughter of Sir Thomas Clarell of Tickhill and Aldwark in Yorkshire, for whom he later acted as a mainpernor. His daughters, Joan and Margaret, did equally well for themselves, becoming the wives, respectively, of Sir Thomas Blount d. Sir John Gresley and his brother-in-law, Blount, both prospered under the patronage of John, duke of Bedford, and Gresley had the satisfaction of seeing his son become lieutenant-general of Rouen. A third daughter is said to have married into the Curson family of Croxall in Derbyshire. He attended the Derbyshire elections to the Parliaments of April , when he himself represented Staffordshire , and December  He was sheriff of Staffordshire when, in October , Sir John Gresley, his son, first sat for that county, but he did not attempt to get him returned again in , being merely content to place him at the head of the list of electors. Sir John sat for a second time in , his father having once more been present at the election. Together with his elder son he fought on the first French expedition of , providing a retinue of three men-at-arms and nine archers. This cannot have been viewed as a particularly serious matter, however, since his career was not otherwise affected in any obvious way, such as long-term imprisonment. How far his decision to retire was affected by the events surrounding the Nottinghamshire parliamentary elections of 25 Aug. Not surprisingly, then, we find Sir Thomas among the leading residents of Derbyshire who were required, in May , to take the generally administered oath not to support persons breaking the peace. He was still active during the Hilary term of , when he began litigation for trespass against two Staffordshire men. He died in September , having but recently witnessed a conveyance of the manor of Breadsall for William, Lord Ferrers of Chartley. His extensive estates passed to his elder son, who survived him by only five years. The two men must have been related, and were perhaps brothers, or, as seems more likely, father and younger son. Cox, Notes on Churches Derbys. Feet of Fines Dugdale Soc.

# THE GRESLEY INFLUENCE pdf

## 2: The Gresley Beat - Layout topics - RMweb

*The Gresley Influence [Geoffrey. Hughes] on www.enganchecubano.com *FREE* shipping on qualifying offers. Talks about the engineer, Nigel Gresley and his influence on steam train designs.*

History Mallard and train at Barkston Junction before departing on the record run on July 3, On July 3, , A4 class locomotive Mallard raced down Stoke Bank at mph to set a new steam locomotive world speed record. In keeping with that thought, on July, 3 Driver Joe Duddington then aged 61 climbed into the cab of this locomotive, turned his cap around just like George Formby had in the film No Limit and drove Mallard into the history books. Duddington had over 27 years on the footplate, and had once driven the Scarborough Flyer for over miles at over 74 mph, considered at the time to be the highest speed ever maintained over a long distance by steam in the UK. In July Mallard was only four months old. His development team including Bert Spencer, technical assistant and Oliver Bulleid, personal assistant and later a locomotive designer in his own right. International influences The A4 design, although a British icon, also represents an international approach to design led by the well travelled Gresley. He had, seen and travelled in the streamlined Bugatti railcars then operational in France, seen electrification in South Africa, and developments in America. The A4 shape was developed in the National Physical Laboratory. Mallard was also the first A4 to be fitted with a double chimney and a Kylchap double exhaust, another Chapelon innovation. It also had a Flaman speed recorder, something Gresley would have seen on his visits to France, where a Flaman was de-rigeur and where P2 Cock of The North had been on test runs which included hauling trains from Paris. The colour of the locomotive also shows an international approach. On the inauguration of the train in September Silver Link had run at mph for 43 miles. The train featured a fashionable, Art Deco interior of chrome and blue and two restaurant cars, serving hot meals and drinks. The coaches had an all steel underframe, better bogies, pressure ventilation air conditioning. It ran between Hamburg to Berlin from at an average speed of 85mph. This train only offered a cold buffet to its passengers. In February on test it achieved a speed of mph. Coal is of course still with us today â€” giving us a third to a half of our electricity supply. He no doubt also noted the run in in Italy where an ETR ran miles at an average of mph, with a peak speed of mph. The Germans had achieved mph with an electric railcar at Zossen test track in at  NRM is fortunate therefore to have Mallard on display in the 75th anniversary of the record breaking run, and just up the road the HST Prototype being restored to working order and likely to power up this year.

# THE GRESLEY INFLUENCE pdf

## 3: Renaissance dance - Wikipedia

*Click to read more about The Gresley Influence by Geoffrey Hughes. LibraryThing is a cataloging and social networking site for booklovers.*

Overview[ edit ] During the Renaissance period, there was a distinction between country dances and court dances. Court dances required the dancers to be trained and were often for display and entertainment, whereas country dances could be attempted by anyone. At Court, the formal entertainment would often be followed by many hours of country dances which all present could join in. Dances described as country dances such as Chiarantana or Chiaranzana remained popular over a long period - over two centuries in the case of this dance. A Renaissance dance can be likened to a ball. Knowledge of court dances has survived better than that of country dances as they were collected by dancing masters in manuscripts and later in printed books. The earliest surviving manuscripts that provide detailed dance instructions are from 15th century Italy. The earliest printed dance manuals come from late 16th century France and Italy. The earliest dance descriptions in England come from the Gresley manuscript c. These have been recently published as "Cherwell Thy Wyne Show your joy: Dances of fifteenth-century England from the Gresley manuscript". The dances in these manuals are extremely varied in nature. They range from slow, stately dances bassadance , pavane , almain to fast, lively dances galliard , coranto , canario. Other dances, such as branles or bransles, were danced by many people in a circle or line. Fifteenth-century Italian dance[ edit ] Our knowledge of 15th-century Italian dances comes mainly from the surviving works of three Italian dance masters: Their work deals with similar steps and dances, though some evolution can be seen. The main types of dances described are bassa danze and balletti. These are the earliest European dances to be well-documented, as we have a reasonable knowledge of the choreographies, steps and music used. On the practice or art of dancing orig. Courtly Dance of the Renaissance - a new translation and edition of Nobilta di Dame orig. A William Smith  Fifteenth-century dance and music:

# THE GRESLEY INFLUENCE pdf

## 4: B1 â€“ LNER Thompson Antelope â€“ Preserved British Steam Locomotives

*Comment: A copy that has been read, but remains in clean condition. All pages are intact, and the cover is intact. The spine may show signs of wear. Pages can include limited notes and highlighting, and the copy can include previous owner inscriptions.*

Gresley, who preceded Thompson, had had a policy of only creating new locomotive types when necessary whereas Thompson had a plan to standardise designs and thus replace the various engines which had been inherited from many of the companies which had been absorbed into the LNER. The result of the Gresley approach was to minimise the cost of constructing new locomotives but resulted in few parts being common to a variety of engines. Initially designated as class B, they had been reclassified to class B1 by the time the first locomotive Springbok had been completed in  The pre-existing Class B1 were reclassified as Class B The B1 design was intended to replace all of the s excluding those replaced by the pacifics , all of the heavy s, the D11 s, the D49 s, the passenger atlantics, the K2 s, the K3 s, the J6 s, the J39 s, and other high speed s. Most of these replacements were achieved in practice â€" a compliment to the standardisation process. The B1 designed it had the additional requirement of having to be cheap because, due to wartime and post-war economies, the LNER, never the richest railway company, had to make savings. They were however popular engines and they worked all over the former LNER system. Stanier black five introduced on the LMS in Hall class introduced on the GWR by Collett in B1 introduced by Thompson in The initial proposal for a was based on the B17 class but with only two cylinders. The cylinders were to a standard type based on those used on the K2 s , as was the boiler, and the bogie. The first engine diagram was produced in November , and closely resembled the classic Gresley look of the B17 class. The Diagram was simplified in , especially in the areas of the cab, running plate, and steam pipe casings. This was especially important in the wartime conditions of the time. The boiler pressure was also increased to psi. The centre rubbing plates found on preceding Doncaster bogies were removed, and the load was transmitted to the bogie frames through spherical side bearers attached to the engine frame instead. The bogie design went through a number of variations, mainly in regard to the stretcher plates. After the Second World War, the fabricated stretcher plates were replaced with castings. Laminated bearing springs were also replaced with helical springs. Earlier bogies with laminated springs tended to break, and from an extra plate was fitted to the spring rather than replacing the bogie with a later variant. The first standard boilers were ordered near the end of , but serious construction of the first batch of ten B1s would not start until the middle of  The first B1, number Springbok was completed in December but it was June before the next locomotive was completed, and the last locomotive of the initial batch would not be finished until the middle of  A second batch of thirty were ordered in May , but large scale construction did not start until when the LNER announced a five-year modernisation programme. This programme included a total of B1s in addition to the original batch of ten. Construction of these locomotives was much quicker than the original batch of ten. All were built between and in a total of eight batches. A batch of locomotives was built by the North British Locomotive Co between and  This was the largest single batch of engines which the LNER ever ordered. The first locomotive Springbok was named in honour of a recent visit by General Smuts. This continued by officially naming the B1s the Antelope class, although they also acquired the unofficial name of Bongoes after Bongo. The first forty engines to be turned out from Darlington were named after various species of Antelope which gave the class its name. As the number of engines increased it was impossible to find enough antelope species to continue this naming policy, and, apart from some engines named after directors of the company, most of the remaining locomotives remained un-named. The only B1 named after Nationalisation of the railways in was Mayflower which was named in  The B1s proved to be excellent at starting, which was particularly important on the Scottish lines which had many stations on gradients. This acceleration was important for the running of efficient semi-fast passenger services. This problem is considered to have caused many drivers to use the regulator rather than the reversing gear. The post-War B1s had reverse sanders fitted, along with hopper ashpans. The latter removed the need for men to go underneath the locomotive to empty the ash. The original batch of ten B1s Nos. They were never fitted

with reverse sanders or hopper ashpans. Self-cleaning smokeboxes were trialed in , and they were also fitted to Nos. Further variations were tried in an attempt to improve the circulation of the hot gases. Continental-style spark arrestors were introduced from , but these tended to clog with soot. Clogging was actually worse than the self-cleaning smokebox grid design, due to the smaller area of the spark arrestor. In a Western Region spark arrester was tried, but this was also found to influence the steaming capabilities of the locomotive, as well as suffer the same clogging problems experienced by the other spark arrestor designs. In following a fracture on the crank axle of Bibby Line whilst running at 70mph the whole fleet of Merchant Navy class locomotives was withdrawn from use on the Southern Region until they were rebuilt. The V2 engines were known to have hauled the Bournemouth Belle and trains east and west of Salisbury. The B1s did not require any major developments in the design. This was mainly due to the simple, robust nature of the design; but also due to impending conversion to diesel power. The firebox plates did tend to fracture, though. The heavier boiler would have increased the axle loading and reduced the route availability. By this time, the conversion to diesel power had started and it was decided that it was too late to start a major reboilering programme. Also, the problem with the boilers had been partially solved with the addition of strengthening plates on the firebox flanges.

# THE GRESLEY INFLUENCE pdf

## 5: Gresley, William (DNB00) - Wikisource, the free online library

*The Gresley Influence, Geoffrey Hughes, Ian Allan, Trained by Sir Nigel Gresley, Eric Bannister, Dalesman Publishing, Gresley and Stanier, John Bellwood and David Jenkinson, National Railway Museum,*

Fry, Lawford Some constructional details of a high-pressure locomotive. Engrs, , 18, Pp. Notes on superheating and water-tube boilers. Engrs, , 22, Account of the highly organized and productive workshops at Acton enjoyed by London Transport. In the discussion pp. He also noted the very hard tyres and that it was possible to employ Ferodo brake blocks because of the high mileage in tunnel. Brakes for streamlined railway vehicles. Engrs, , 25, Disc.: Factors which influence braking performance include journal friction; rolling friction; track resistance; flange action; air resistance and the effcet of wind. Brakes are affected by adhesion and notably by wheels skidding. Measures to evaluate braking efficieny the rate of retardation are examined. The friction of brake blocks is influenced by pressure, temperature, speed and hardness. There are several references to the work of Douglas Galton. The wear of brake blocks is related to their hardness. Gresley chaired the meeting and introduced the discussion pp. He noted that the German high speed trains, Flying Hamburger, are fitted with electro-pneumatic brakes, slipper brakes, of the type fitted to tramcars. These are cobined with Ferodo drum barkes, He commented on Michelin railcars fitted with pneumatic tyres and commented favourably on their performance on wet rais. Gresley contributed to discussion. Other than the concluding paragraph this is reproduced in full: Gresley have listened with great interest to the admirable Address which has been given to you by your new Chairman. I was the first chairman of this North-Eastern. Centre in Leeds, and I have recollections of the meetings we used to have in a very cold place, where we could not smoke, known as the Philosophical Hall, surrounded by ancient things of Rome and Egypt. However, I see that since those days you have come to much more comfortable quarters. I would like to add my tribute also to those who have already spoken of the excellent work which Mr. Alcock, your late Chairman, has done. I feel sure that this Centre of the Institution. No matter how well a chairman may work, if you do not turn up at the meetings the thing is going to be a failure, and if the papers are uninteresting, too. I can only conclude you have had good addresses and interesting papers. Now that I occupy the proud position of being President of the Institution, it means a certain amount of my time. Last night we had a very good Paper [No. The discussion was extremely good, and I think if I had not put a stop to it after about two bours, some of us would have had a job to get home. I do not want to have the same thing said about me in my few remarks this evening. I think this Address you have had from your Chairman suggests many papers and that none of you need go very far to find a subject. There are so many subjects in his Address, each of which can form an excellent topic of discussion and for further interchange of views. Of course, the principal thing to-day that I must refer to is our visit to Airedale Foundry. It has been a great privilege to all of us to see the result of this courageous enterprise carried out by Colonel Kitson Clark on behalf of the Airedale Foundry, in providing an entirely novel type of locomotive. It is an historic day, and this will be mentioned I hope in text-books in time to come, as being the day of the evolution of the" Kitson-Still" engine. Colonel Kitson Clark knew what he was backing, because he knew the "Still" engine, was a very wonderful engine and that it has been the most economical engine that has ever been introduced and applied to a steamship. It has been run with less fuel consumption than any other internal combustion engine, and in that case it has got a good start. He has applied that principle to a locomotive, and if he has succeeded, he has done something ,of which he and Leeds will be proud. I thank Colonel Kitson Clark very much for giving this Institution the opportunity of seeing this engine on its birthday. I would like to say one or two things however. Musgrave has spoken of how locomotives have grown in size. I venture to say, I think the size of the locomotive in Englanq has nearly reached its limit, and I rather hope to see the size decreasing with the retention of the same amount of power. I would like to see a smaller boiler. I do not know whether we shall get down to the "fancy" little boiler we saw at the Airedale Foundry. It means this, that if you get a smaller boiler you are requiring less steam, and the trend of locomotive design now is to try and get the engines more efficient, that is, for the given. There is no necessity for the large and heavy engine if you can work with the smaller. Unfortunately the Germans are ahead of us in

certain things, and they are ahead of us in that great revolutionary alteration in the design of locomotives through the introduction of the superheater. I do not want them to continue to be ahead of us in new things that are coming along. I was over in Germany a short time ago and I had the opportunity of seeing a very wonderful engine, which they have produced there. It is rather difficult to describe without a drawing, but it has a firebox which consists of water tubes in a closed circuit, full of distilled water. The water in these tubes passes through a coil into a drum along the top of the boiler, and the pressure in this drum is lbs. The pressure in the tubes which go into the drum varies from the front of the box to the back of the box to something between 1, to 1, lbs. The product of another section was a pressure of lbs. Thus there are boiler pressures of 1,, and lbs. The water from the 1, section of the boiler is never fully evaporated; the steam from the lbs. In order to maintain that at the lbs. It all sounds very complicated, but it is not as bad as it sounds. I think it has possibilities, because it is so extraordinarily efficient. It has been tried by the German State Railways, and they show from tests which have been carried out that this locomotive requires a consumption of about 18 lbs. The figures for the ordinary standard English engines, such as have been running quite up to date, are in the nature of about 30 lbs. Now that is a very remarkable result and it is a result which the "Kitson-StilI " engine will be up against. This German engine is very expensive, but it is certainly a revolutionary design. The more the steam locomotive can be improved, the more remote appears to me to be the probability of the electrification of our lines. If the steam engine does not stand still and unless the electricians are able to supply plant at very much lower rates than we have to pay at the present time, the less chance there is of electricity superseding steam, but if the steam engine stands still and electricity comes very much cheaper, then we. This Institution is not an Institution of Steam-Locomotive Engineers, it is the Institution of Locomotive Engineers, be they steam locomotives, or oil locomotives, or a com. We must turn our attention to electric locomotives, if the steam locomotive is going to be superseded but I think there is a great field for the steam and oil locomotives. Grease lubrication, and notes on the working of locomotives in Canada and the United States. Engrs, , 17,  As well as describing grease lubrication, Shove discussed the pooling of locomotives, the design of running sheds, turntables three-point type , lighting, welding, machine tools, spray cleaning, ash handling and coaling. Power operated fire doors as supplied by the Franklin Co. Boiler feed pumps were favoured over injectors. Gresley chaired the meeting and concluded the discussion  He had found German manufactured cast iron packing to be excellent on superheated locomotives. He considered that only locomotives burning in excess of 5, lbs per hour require mechanical stokers. Vallantin, R Compound locomotives of the P. I am particularly interested in this, because in the case of the compound engine No. Vote of thanks to: Engrs, In this paper Stanier declared his debt to Churchward. Locomotives for new types. Comment on water-tube boilers. The question of improvements in the steam locomotive: A world review, with some accent on LNER activity. Recent improvements in steam locomotives World review of development from  Compilation of reports from Parmantier, Dugas and Mascini. A significant section is given to testing. Red numbers indicate that first page of document has been seen. Most now seen via official sources. The relevant Patent by Harold Holcroft is granted on 29 November and filed on 2 April  Improvements in or relating to feed water heating and purifying apparatus for locomotive and other boilers t op feed for locomotives [incorporated in "double dome] , with Leeds Forge Co. Couplings, axle-trucks used as, and supporting defective vehicles by. Improvements in valve gear for locomotive and other steam engines , with Leeds Forge Co. Combined buffer and draw-gear; couplings, axle trucks used as. Improvements in or relating to steam or other locomotives comprising booster engines or motors , with Leeds Forge Co. Ltd 27 January [applied for 11 October ] Improvements in or relating to railway and tramway vehicles. Corridor tender Have been unable to trace British equivalent:

# THE GRESLEY INFLUENCE pdf

## 6: Geoffrey Hughes

*Gresley Priory was a monastery of Augustinian Canons regular in Church Gresley, Derbyshire, England, founded in the 12th century. Following the Dissolution of the Monasteries, the priory church became the village's parish church of St George and St Mary It was the church that gave Church Gresley its name.*

Please consult the How to Order section before ordering any books. Fine in a Fine dust wrapper. With contributions from Vera Mallon and Chris Woolstenholmes. A definitive line history from the North Eastern Railway Association. Some wear to the covers at the head of the spine. Allen started his long railway career with the Great Eastern and first publishing this standard history of the line in  First published as a hardback in  VG with loss of colour down the spine of the covers. Allen started his long railway career with the Great Eastern and first publishing this best-selling history of the line in  VG- in a VG- dust wrapper. Slight wear to the edges of the dust wrapper. Allen started his long railway career with the Great Eastern and first published this best-selling history of the line in  An illustrated history, with a final chapter on current developments. VG with slight rubbing to the edges of the covers. Yesterday and Today, IA, , pp The illustrations were carefully chosen to illustrate the dramatic changes in the Eastern Region since nationalisation in  The projected second volume, the appendix, was never published. Illustrated articles dealing with various aspects of the LNER. Railways in Retrospect No. A well-illustrated account of the former LNER lines in the years immediately following nationalisation. Jarrold Railway Series 4. The first part of a comprehensive survey of the railway infrastructure of the Eastern Region - since so much of the network has changed over the last thirty years, possibly of more interest now than when it was first published. Principal photographer Brian Morrison. Special Anniversary Limited Edition. Fine in a VG dust wrapper. NER, IA, 1st edition , pp The orange background colour down the spine has faded. Photos and track diagram of all North Eastern Region depots with complete loco allocations for , and  Some loss of colour down the spine of the dust wrapper. An illustrated history of the first ten years of the LNER. The second volume in a three-volume illustrated history. Large Landscape Format Hb. When the Great Central built its London extension, the construction work was comprehensively recorded by S. Newton, a highly competent professional photographer. This work presents an extensive selection of these photographs. Previously Trains Album  A reprint of a small format Ian Allan booklet from the late 50s. VG in a VG dust wrapper. A detailed study of the East Coast Main Line. VG in a VG- dust wrapper. Rubbing to the covers down the spine edges otherwise VG. An illustrated history of the Great Northern locomotive department in the 40 years before Grouping. Patrick Stirling was Locomotive Engineer until when Ivatt took over to be followed by Gresley in  Portrait of a Country Junction, author, , pp VG with slight creasing to the bottom front corner of the cover. Some loss of colour down the spine of the covers. Illustrations and 4mm scale drawings of LNER coaches. VG in a Fair dust wrapper. The dust wrapper has been internally repaired at the head and base of the spine, slight loss at the head of the spine. A complete listing of all the locomotives inherited by the LNER in  A Bradford Barton original in dark green covers. Slight wear along the top edge of the dust wrapper. A comprehensive study, supplemented with locomotive diagrams and statistical tables. Slight crease to the bottom corner of the front cover. A survey of the East Coast main line just before electrification. Series editor Vic Mitchell. London Suburban Railways Series. A comprehensive illustrated history.

# THE GRESLEY INFLUENCE pdf

## 7: Sir Nigel Gresley

*In November Gresley became a prebendary in Lichfield Cathedral, an honorary preferment (Le Neve, Fasti, ed. Hardy, i. ). To describe the influence upon his own mind of the Oxford movement, and to illustrate the 'danger of dissent,' he wrote 'Bernard Leslie, or a Tale of the Last Ten.*

This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. October Learn how and when to remove this template message Arthur Peppercorn was born in Leominster in and educated at Hereford Cathedral School. Thompson was already 60 years old, and both he and the LNER recognised that his appointment was not a permanent solution: When Peppercorn did succeed Thompson as CME on 1 July , his style of work proved to be very different from that of his predecessor. Peppercorn was recognised as an amiable and very well liked man, though despite his popularity, he remained very modest and humble. He believed the job was above him, but in truth he possessed much of the outstanding ability of his mentor Sir Nigel Gresley. He could see beyond the limitations of the Gresley conjugated valve gear and the flaws surrounding the Thompson locomotives. Peppercorn finished several projects which were started by Thompson and cancelled others. Peppercorn died in in Doncaster. Edward Thompson had set down strict guidelines for the incoming CME, relating directly to the upcoming design of an Express Passenger Pacific. The belief was that the problems were caused by a lack of frame support at the front end, largely due to the cylinders not being aligned with each other an aspect of divided drive combined with equal length connecting rods. Both of the Peppercorn Pacifics used a boiler incorporating a 50 sq ft grate, allowing for very high power levels to be produced, but at the cost of a relatively high fuel consumption. A consequence was that although both the A1 and A2 classes were regarded as excellent locomotives they were not especially popular with those who had to fire them. The P2s had been built with 50 sq ft grates, which were able to supply large quantities of steam for long periods, but had proved too big for the purpose: The P2 boiler was carried over to the Thompson Pacifics because the first were rebuilds of P2s and then on to the Peppercorn Pacifics. At the time these classes were built however, the trainloads of WW2 were massive in comparison to those for which the Gresley Pacifics had been designed and built, and both Peppercorn and Thompson had to design engines which could meet that requirement: Despite the fuel consumption concerns, in addressing the limitations of both the Thompson Pacifics and those of Gresley, Peppercorn had produced engines which could master virtually all the work put to them without the drawbacks of centre big-end bearing overheat, leaking steam pipe connections, frame fractures or any of the other flaws which blighted the previous LNER Pacifics. The A1s were intended to take over from the A4s on non-stop express duties, but the low fuel consumption of the A4s meant that the A1s failed to dent their monopoly on the non-stop expresses. After post-war frame alignment and fitting of double Kylchap Chimneys, the A4s became once more the standard-bearer of the East Coast Main Line. The real strength of the A1 and A2 classes lay in their reliability. By carefully incorporating the best of Gresley and Thompson design, as well as ideas of his own, Peppercorn had produced two masterpieces of durability and low service cost. Five of the A1s had roller bearings fitted throughout, and they regularly covered , miles between intermediate overhauls. Even the plain bearing A1s were capable of 90, miles between overhauls, and no other express passenger locomotive class in the UK could better 80, The first of his A2 engines had single chimneys, and when fitted with self-cleaning smoke-boxes experienced steaming problems which took some time to resolve. Changing to double blast-pipe resolved much of the issues, though some of the A2s retained single chimney without self-cleaning apparatus. The A1s, being built afterwards, and incorporating the lessons learned, featured the double blast-pipe and chimney from new. These were known as some of the best British steam locomotives ever in service. He retired at the end of , two years after nationalisation: Legacy[ edit ] K1 locomotive No. Only one of his famous Pacific locomotives, an A2, Blue Peter , was preserved. No A1 was preserved. A brand new example, Tornado , was built as the next in the class. It moved under its own steam for the first time in August

## 8: Gresley - Page 2 - The LNER Encyclopedia

*Influence of John Hookham, Locomotive Engineer NSR: See Railway Archive (3) page where caption by Basil Jeuda notes that Hookham was considered a leader in using cast iron packing rings, supplying Gresley with information leading to their use on the GNR and LNER.*

Most disappeared in , but No. GEE, and apparently not returned to traffic. It remained in sidings at Leeman Road until , when it was purchased for preservation, moving to the SVR in September  Replacement ex-4COR seating was fitted, as the originals had been removed for other restorations; it also needed thorough redecoration and stripping of BR paint. While the full-time staff suitably modified the serviceable bogies retained from GNR No. In , it was out shopped, fully restored to its magnificent LNER livery, and numbered  Although several potentially suitable vehicles survive in preservation, all are either in use or needing extensive repair and restoration work. The "long" van has been converted for passenger use by repositioning the doors and fitting revised framing for new windows and doors. New teak panelling was purchased in and subsequently fitted to the vehicle, and a parts sponsorship fund-raising programme to pay for this costly project is still in place. Another unwelcome additional expense was the need to replace the roof timbers in their entirety. This is because the wartime screws used to attach the roof in had severely corroded see picture. A benefit of this is that the major fund-raising needed for this project has allowed for tax-efficient Gift Aid on qualifying donations. The Charitable Trust still welcomes donations towards the cost of this restoration. See Also Carriage Survey Entry for  Gresley enthusiasts everywhere owe a great debt to those SVR volunteers and fund-raisers who work on the restoration and care of the Gresley stock on the Railway. Before its untimely demise following the movement of a driving wheel on its axle, Gresley K4 No. But other visiting engines occasionally reinforce the Gresley influence deep in this GWR territory. In A4 No. This time it was in its BR blue livery as  It now normally lives on the Great Central Railway and proved popular with our visitors and SVR working members - and of course looked superb with our teak carriages. But that was not all. We had thought that would be a difficult act to follow. And occasionally a ninth will be possible when the opportunity arises to attach Kitchen Composite No. Future generations will owe them a great debt of gratitude. The work of restoring Gresley carriages for future generations is always in need of support, whether it be by way of practical help or finance. Despite being involved in a collision at Retford in the autumn of its first year, it ran in service until , and may well have been included in the Kings Cross-Cambridge "Beer Trains". Following withdrawal, it was converted at Stratford to a Camp Coach , and served at Mundesley from until  Entering departmental service, it ended up as an office on isolated track at Boston, from where it was purchased by the Swineshead pub landlord for conversion to a dining room. This never happened, and it moved to another public house at Heanor in Derbyshire from where it was purchased in for restoration by the LNER Fund. On its SVR arrival, none of No. Full restoration was completed in , allowing the carriage to re-enter public service in July magnificently restored to its former glories, These now include a small exhibition area. GNR , especially its First Class section, has steadily built-up its own club-style clientele with many passengers coming to the Railway with one of their aims being to have a ride in its sumptuous seating. This award was marked by a plaque that now carries in its exhibition section. The coach comprises an entrance vestibule giving access to the third-class saloon, seating 18, followed by the first-class saloon, seating  The interior of the third-class saloon is finished in varnished teak with polished brass metal fittings, whilst the first-class saloon has quartered fiddle back veneered panels with mahogany trim and polished chrome metal fittings. The kitchen was originally equipped with a sink, refrigerated cupboards and an electric cooker and oven. The carriage rode on heavy-type compound bolster bogies. The body is 9ft 3in wide and length over buffers 63ft 6in. In British Rail initiated a five-year programme, for new catering vehicles, with the aim of replacing all of those of pre construction. Some all-electric LNER cars were converted to propane equipment from to extend their working lives, but this did not include , which was withdrawn in  Phil was a pharmacist by profession and closely involved for many years with the coach restoration work of the Great Western SVR Association. Taking pity on its woeful condition, Phil had purchased after it had lain in the depths of Kidderminster yard

for a decade. From he started with a very small team to return the vehicle from dereliction, working in the open initially at Kidderminster and later at Bewdley. The Carriage is now available for private and corporate bookings with a catering service, and one day it may find its place in a projected SVR quality charter dining set. In the early s the coach became part of one of the six four-coach sets formed of ex-LNER carriages to act as mobile control trains for use in the event of war. The control train rebuild involved panelling over most of the windows in a skilful, almost undetectable, but reversible manner. More importantly, double doors were fitted to one side. It spent many years at Bewdley in use as a restoration fund sales shop. After much careful thought, it was modified to give access for up to four wheelchairs, retaining its control train double door modification to facilitate this. By fitting an extra half door on the side opposite to the existing double doors, wheelchairs can enter the coach from either side. As modified to Diagram A, No. With the aid of some spectacular fund-raising, the overhaul of No. Seating presented a challenge - there was none! Rather than making replicas of the allegedly uncomfortable original tourist bucket seats, it was decided to make a new set of seats based on a single example of the later seats as fitted to Diagram and its successor Diagram coaches. With completion approaching the exterior was given many coats of yacht varnish before the complex lining out and lettering, lino was laid and seating and wall furniture fixed. Attention to detail allows passengers to travel in an authentic environment. Proceeds of a charity walk were devoted to LNER pattern tables, coat hooks, authentic lamp fittings and other finishings. After a long and thorough restoration, No. Hopefully those who travel in its magnificence will appreciate the loving work that has gone into it. National Westminster Bank sponsorship subsequently enabled the luggage racks to be made and fitted in time for its official launch on Good Friday of that year, by Sir William Lawrence. It came to the SVR in from Norwich, but original restoration was stopped in  It underwent a lengthy restoration at Bridgnorth in the s. The first of its new teak panels arrived in and were fitted to one side of the carriage in , along with considerable effort on the interior panelling. Other work included freeing one of the Pullman gangways of rust and restoring interior water pipes and the buckeye coupler. The roof was also re-canvassed and heavily coated with weather-proofing paint. By good progress was being made on the plumbing for the steam heating and toilets, fitting the roof tanks, brake equipment and the re-chroming and fitting the sliding window units. Among equipment arrivals was a genuine LNER sink with marble patterning, discovered on a Scottish farm by a volunteer on his holiday and purchased for a fiver; this completed the pair for this coach. Attention turned to external beading and transfers, with No. As an example of the attention to detail in this year-long task, repairs to the brake rigging involved making 44 new pins on a lathe and the reaming and re-bushing of holes. The work of remodelling the seating and decorating its ends with Rexine was resumed, and a complete set of wall lights was dismantled and re-chromed, followed by a major varnishing offensive. The final touch has been the addition of some excellent art-deco wall panel pictures of scenes on the SVR. The outcome of this outstanding restoration appeared in traffic in September , 33 years since it last carried fare-paying passengers. This brake composite from was built at Doncaster in to Diagram 21 8F with a heavy Edwardian decor and gas lighting. In addition to the brake compartment it comprised two groups of three compartments providing 12 first class and 24 third class seats respectively. EE in BR blood and custard livery pending restoration. This was chosen as the only authentic and acceptable scheme and an improvement on an over-all black finish. This was to purchase a later built GNR composite, No. This was seen as a more practicable addition to the SVR teak set and a fine contrast with the Tourist Third Opens which make up most of its stock. This will be a challenging project, but No. It was one of six built for fast five coach Liverpool Street-Cambridge services, and each car had a kitchen with all-electric cooking equipment, fridge and water boiler , plus a bar-counter and a saloon of four bays seating 24 passengers. These vehicles were destined to be the longest lived of Gresley designs. After extensive modernisation from with propane gas cooking, they survived in BR ownership until on Cambridge services and excursion trains. Even as modified they retained a single 4. On transfer to the SVR in No. Restoration was not a straightforward job. Extensive rot appeared as the coach dried out, and it took nearly six months to make the vehicle dry enough to work on. Several areas of rotten frame had to be patched or replaced, as did every bolt or steel tie in the body. Rot also meant that most of the exterior teak panels had to be replaced with new teak. Additionally a new internal ceiling and a new bar counter were installed. So instead of a quick and

straightforward job, No. In service on a preserved line speeds are inadequate to revert to the original all-electric cooking concept. After assessing the power requirements it was decided to fit a 10 kVA diesel generator to provide the power needed to work the traditional grill, water boiler and fridge plus a freezer and microwave. Extra heaters were also needed for washing up water and the legally required hand basin. The system had a frost-stat and allowed for detection of a low water level in the roof tanks and for auto-starting to power the fridge and freezer overnight. In day-to-day service the generator system proved troublesome, and eventually SVR H decided to replace it with the standard gas system used on all the other SVR buffet cars. These were obtained via the North Norfolk Railway and the National Railway Museum from the York Railway Institute, where they had been in use after withdrawal from buffet cars in process of modernisation. The LNER chromed chairs eventually found a new home on another preserved railway.

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## 9: Gresley's proposed locomotive - The LNER Encyclopedia

*The LNER Encyclopedia. Gresley Outline drawings of the and proposals appeared in the book "The Gresley Influence". Top.*

Edit Curtains invariably is an important part of the window guaranteeing overall, but what accessories are available to improve how they are used is an essential concern of most of us today. Curtains can be made from a huge range of textiles including block out, cotton, shoelace, polyester, and so on. Curtains include a striking influence around the mood, and atmosphere of any room in your home by usage of different curtain accents. According to latest products, curtain styles have made a positive return with the traditional interior decorating models such as the rococo, and French themes. Curtains serve many purposes, while their most important function is to provide necessary privacy to your home, curtain sections are also effectively used to control sunlight, energy conservation, sound reduction, and for framing a wonderful view. Curtains are also a good way to dress up, or change the tone of any place using the right color, cloth, length, and curtain extras. Curtain tracks are chilling system for your blinds. You will discover four main types of curtain tracks. PVC music are suitable for light and method weight curtains, but you cannot get cords to use with these tracks. Aluminum is going to be flexible, suitable for light, and mid weight curtains. Steel is a good alternative for hefty weight curtains, and these tracks are always corded. Strong aluminum is also available. Several tracks require you to manually open and close your blinds. Corded songs let you to open and close the curtains by means of a pull-cord, which is great if you have sensitive fabrics, heavy curtains, extra tall windows etc. Image Editor Wiltoncordrey - Gresley pacifics also w1 class steamindex homepage. The gnr class a1s remained class a1 and the ner pacifics were reclassified a2 the lner also lner pacifics which gresley a4 and w1 classes. Lner class w1 wikipedia. It has also been described this apparatus was based on a gresley pacific 4 6 2 chassis, wikimedia commons has media related to lner class w1. Definitions of lner class w1 it has also been described as an evolution of this remarkable apparatus was based on a gresley pacific 4 6 2. Lner class w1 wiki everipedia. Nigel gresley this apparatus was based on a gresley pacific pictures, videos, biodata, and files relating to lner class w1 are also. Lner class w1 the full wiki. More info on lner class w1 wikis the lner w1 no also known as the this remarkable apparatus was based on a gresley pacific 4 6 2. Lner class w1 revolvy. The lner w1 no also known as the hush hush due to its northern railway lner class w1 , built class a4 gresley pacific steam. Lner klasse a3 wikipedia. Die klasse a3 der britischen die ersten britischen ,,pacifics wie alle dreizylinderlokomotiven von sir nigel gresley waren die a1 und a3 mit.

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